

of printed or MSS. memoirs crowned, deserve also notice. *Ed. Clerk*, the Roman Franche Comté, elucidated from its ruins, in 8vo.—*Abbé Cochet*, the churches of the arrondissement of Havre, 2 vols. 8vo.—*A. de Boleau*, the old inscriptions of Lyons, 8vo.—*H. Bointhibault*, Memoir on the Collegiate Church of St. André, at Chartres, MS.—*Bouillet*, Monumental Statistics of the Dept. du Puy de Dome, MS.—*Abbé Texier*, History of Glass Painting in Limousin, 8vo.—*Fontenay*, Fragments of Metallurgic History, 8vo.—[*Journal des Débats*.]

The Library and Archives—of the Heraldic College of Paris have been transferred to a part of the ancient Hotel Choiseul, where two fine saloons (decorated in the style of Louis XIV.) have been allotted to them.

The Statue of *Marshall Drouet d'Erlon*—has been just exhibited in the Champs Elysées, previous to being conveyed to Rheims—the birth-place of this old soldier of Napoleon. It is the work of a very young man, Mr. Louis Rochet; and the bronze used weighs 1,200 kilos., cast in the foundry of Messrs. Eck and Durand of Paris.

RAILWAY JOTTINGS.

THE installation of the Prince-Chancellor at Cambridge is said to have added no less than 5,000*l.* to the week's receipts of the Eastern Counties Company.—The reduced rate of fares and tolls to which the Great Western are restricted by recent Acts of Parliament, is said to be considerable: first class, London and Bristol, from 27*s.* down to 21*s.*, and all the other classes in proportion.—All the lines of which Mr. Hudson is chairman, are said to have conveyed stock and implements free of charge to the Northampton 'show' meeting of agriculturists. If the usual charges on these lines, however, be so much higher than others, as they have been declared to be, the public themselves are the real sources of a 'show' of generosity such as this, to which, notwithstanding, let all due credit be given.—The contract for stations at Stamford, Ketton, and Luffenham, is said to have been taken by Messrs. S. Groncock and Yates.—The Trent Valley line is to be opened for traffic on 1st September.—The *Bradford Observer* announces 'probably the cheapest and certainly the most complete and comprehensive railway trip that has ever been offered to the public.' This rather novel affair, in fact, consists of a tour for 'the million' to the lakes, the Isle of Man, and the sister kingdoms of Ireland and Scotland, diverging from Fleetwood, to which 'the million' were to concentrate from Birmingham, Leeds, and Manchester, &c.; with a choice of returning on any day from the 3rd inst. (the day of departure) till the 13th: fares 'exceedingly cheap and all arrangements liberal.'—Captain Coddington, R.E., the Government inspector, has 'thrown up his commission, and abandoned the certainty of promotion' for the appointment of manager of the Caledonian line for ten years, with an annual salary of 1,800*l.* for the first three years, and 2,000*l.* for the remaining seven.—The flow of the Tweed has almost suffered the fate designed by a cockney once on a time for the Thames itself, by being all but choked up and arrested by the tumbling of a bridge, 'on a gigantic scale,' now, or rather lately, in course of erection over it at Ashbyseat, where its premature ruins now lie 'like a vast dam' across the channel. 'Mr. John Smith, one of the architects, had just examined it, and seen nothing wrong.' There were two arches, both of Whinstone: span 135 feet. The 'balancing' was in the act of being put on, but seems to have proved to be 'heavy weight' rather for the gigantic mass to sustain. No lives, however, were lost.—A serious accident occurred on the Dundee and Perth line, near Dundee, on the 22nd ult., from the embankments not having had sufficient time to consolidate, it is thought, and by the consequent sinking of both embankment and rails, whereby the engine of a train ran off the line, and led to the destruction of several carriages by the concussion, and to the death of one if not more persons, and the severe injury of six others.—The Waterford and Kilkenny line, near Kilkenny, according to the *Kilkenny Moderator*, has of late 'progressed in the most astonishing

ing and rapid manner,' under the contractorship of Messrs. Hammond and Murray. The station-house is 'rising with a rapidity almost equal to the magic palace of Aladdin,' ominous, we hope not, of an equally magical disappearance like that of this notable edifice. It is satisfactory, in the meantime, however, to know, that 'the contract to Livistown will undoubtedly be finished at the period prescribed—next month—to the great advantage of the company.'

—All the engine drivers employed on the Jamaica railway are American blacks, who have undergone a strict examination by a European engineer, and are said to discharge their duties with exemplary skill and attention.—The Atlantic and the Mediterranean, says a foreign paper, will be united with Moscow and Petersburg in a few years. In the meantime, the whole of the line from the frontier of Austria, to Warsaw, which it places in direct communication with the great lines of Prussia and Austria, is about to be opened for traffic.—The *Press* announces the opening of the line from Orleans to Bourges, on Tuesday week before last.—The obstacles presented to the introduction of railways in Holland by the prevalence of navigable canals and the treacherous nature of the ground nearly every where throughout the country, have been engaging the ingenuity of the engineer. A design for the obviation of the former difficulty has been suggested by the Chevalier Conrad, the engineer of the Amsterdam and Rotterdam railway; he gives it the name of a crane-bridge, "*pont à grues*," in opposition to that known in England as a swing-bridge. Literally, it is said, the name is true, as the iron girders are nothing else than eight cranes, four on each side, corresponding to the four lines of rail, and so fastened together, that by the application of wheel machinery to one side, the whole frame-work falls back in a line parallel with the pier, leaving a sufficient opening to allow a vessel fully rigged to pass easily between. The same machinery is used to bring the series of cranes together again, when a few bolts or catches suffice to retain them firmly in a position that trains may pass over them in perfect safety. M. Conrad states that bridges on this construction are attended with little or no vibration on the passing of a train, and that they are worked with ease and precision.

ELECTRO TELEGRAPHIC PROGRESS.

A letter from Hamburg states that a company has been formed by the merchants there to establish a line of electric telegraphs from the mouth of the Elbe to that of the Weser, to which others are to be added afterwards, communicating with the principal towns in the north of Germany.—The *Kentish Mercury* states that the Electric Telegraph Company here are "now making such arrangements as will enable them to communicate the true time, as observed daily at the Royal Observatory, at Greenwich, to every station on the various lines of railway where the company has a telegraph station, and, of course, to all large towns throughout the kingdom." It must not be overlooked, of course, that however useful a general adoption of the true time at Greenwich throughout all the large towns in the kingdom may be, the true time at Greenwich would itself be a very false time at all towns that lie either west or east of the line of its precise position north and south. For the mere adjustment of the different times in various towns, however, by the true time at Greenwich, the plan to be adopted must be one of great and general importance. The contrivance itself by which the end in view is to be daily accomplished is very simple. The indicating ball at Greenwich Observatory, when it begins to fall at one o'clock, is to strike a spring, which, connected with the company's various lines of electric wire, will instantly strike a bell at every station. Thus it is not only possible and practicable, but what in all probability will be a matter of daily experience ere very long,—that before the ball at Greenwich Observatory shall have reached the ground in its fall, the electric bell at Manchester, for instance, will have been struck and set ringing; so that it shall be known there that one o'clock has been announced at Greenwich, before the ball there announcing the fact by its fall has fallen even a single foot!

NOTES IN THE PROVINCES.

THE consecration of St. Matthew's Church, Widcombe, took place on Tuesday week. It is built in the decorated Gothic style, and consists of a nave and chancel, with north and south aisles the whole length of the building. The tower is surmounted by a spire or broach, about 155 feet high. Internally, the chancel is separated from the aisles by a carved stone screen. The church gives accommodation for 1,250 persons, of which 500 sittings are free. There are also 200 sittings for children. The pulpit is of stone, with tracery. The pews are of stained deal. The heads of all the windows are filled with flowing tracery. The tower contains the six bells formerly in the tower of the old parish church.—It is proposed to erect a new hall for the holding of the county court at Monmouth.—The foundation of the new church to be erected at Etruria, in the Potteries, was to be laid last Thursday.—A new Independent chapel was opened at Crewe, on Wednesday week before last.—Stringent measures are being adopted at Liverpool under the local Sanitary Act, for the suppression of the smoke nuisance, on which subject there seem to be some rather restive attempts to resist, or, in fact, to burke the clause altogether, either by the use of insufficient or negligently worked apparatus, or by the counter-charge that such practices have "a tendency to destroy boilers, so that great danger was to be apprehended therefrom both to property and to human life." In reply to the first of these attempts, the magistrate declared that the penalty was exigible if the apparatus, which had been found sufficient, were negligently used. As to the second, the magistrate was taken a little aback, and adjourned the case before him (that of a company of ironfounders at Windsor) for further evidence on a point "so seriously affecting the manufactures of the town." Evidence was thereupon given that smoke consumers, similar to that in question, had been used for several years in the Harrington Water Works, and did not injure the boilers. The magistrate, Mr. Rushton, considered this evidence satisfactory, and "hoped that every person connected with furnaces would take warning." One of the parties charged now shifted his ground, and declared that he had applied the apparatus, but could not work it. Mr. Rushton referred him to the town council to rectify any thing that might be wrong, but as the law stood must insist on the fine being paid.—A meeting of the Architectural Committee on the Scarbro' parish church tenders, was held on Saturday before last, when Mr. Christian, the architect, was present. The meeting took place in consequence of the contracts having come in not only heavier than was expected, but exceeding all that was anticipated, to a great extent. The contract for the stone work alone, exceeds 3,300*l.* For the whole building the contracts will require 6,000*l.* To this must be added 1,000*l.* for architect's per centage, and incidental and other items. The committee, it is said, do not feel justified in taking any step for committing the repairs until the subscription list reaches 5,000*l.*, instead of 3,250*l.* as at present. Lord Hotham has given 200*l.* towards the restoration.—A new tower to Sesser Church, to be erected by the lord of the manor, Mr. W. J. Denison, was laid week before last, according to the *Leeds Intelligencer*.—The church of St. Mary, Gateshead, has been repaired, cleaned, and re-opened.—Very extensive copper mines have been discovered near Kilmirrie, in Scotland. Mr. Bennet, an extensive English miner, says the *Glasgow Gazette*, is on terms with the proprietor, Mr. T. Paton, for a lease.—The weekly wages expended at the Forth Iron Works, near Stirling, are about to be increased from 1,000*l.* to 2,000*l.* by the operation of three new furnaces in addition to the five now in use, and a new blast-engine, which with its fellow will yield a blast to the amount of 350 horse power.—The small town of Girvan, which ten years ago had only two churches and two chapels, has since then had three new churches built for an increase of population not above 700 or 800. The multiplication of sects appears to have been the exciting cause. There are nine of these at present, all differing in one form or another.—The pavement trade of the county of Caithness, celebrated for its flags, employs, says *Jerrald's*